



**Map Legend**

FO-S	Free-oil Recovery	Snare or Sorbent Boom
EX	Exclusion Booming	Bears in Area, Guards Recommended
PR	Passive Recovery	Helicopter Landing Pad
	Protected-water Boom	

Aerial photography of this area is unavailable at this time, but may be included as it becomes available.

# Geographic Response Strategies for Northwest Arctic Subarea, Northern Zone

## Riley Wreck, NWA-N28

Center of map at 66° 43.75' N Lat., 162° 19.79' W Lon.



This is not intended for navigational use.

ID	Location and Description	Response Strategy	Implementation	Response Resources	Staging Area	Site Access	Resources Protected (months)	Special Considerations
N-28-01 <div>EX</div>	<b>Riley’s Wreck</b>  a. Lat. 66° 43.04’W Lon. 162°17.27’W	<b>Exclusion</b>  Exclude oil from entering the Riley’s Wreck Lagoon.  The barrier beach may be breached in other areas. Aerial survey recommended.  If surf conditions preclude approach via skiff consider helicopter deployment.	Deploy anchors and boom with skiffs (class 6).  Place protected-water boom in a chevron pattern in front of the entrance to the lagoon’s entrance.  If surf conditions preclude deploying the boom outside the entrance, move the array inside the barrier beach.  Tend throughout the tide.	<b>Deployment Equipment</b> 300 ft. protected-water boom 3 ea. anchor systems 4 ea. anchor stakes <b>Vessels</b> 1 ea. class 3 1 ea. class 6 or helicopter <b>Personnel/Shift</b> 7 ea. vessel crew <b>Tending Vessels</b> 1 ea. class 6 1 ea. class 3 <b>Personnel/Shift</b> 5 ea. vessel crew	Vessel platform	Via marine waters  Or helicopter  Chart 16005	Birds- waterfowl concentration, shorebird concentration, seabird nesting  Marine mammals- seals  Habitat- gravel beaches, low lying tundra  Human Use: Subsistence	Vessel master should have local knowledge.  Survey: not yet  Tested: not yet
N-28-02 <div>PR</div>	<b>Riley’s Wreck</b>  Lat. 66° 43.14’N Lon. 162°17.91’W	<b>Passive Recovery</b>  The lagoon maybe closed to direct ocean access. If storms threaten to breach the barrier beach, deploy passive recovery across the channels of the streams in Riley’s Wreck Lagoon.  The lagoon may not be accessible with skiffs. Helicopter deploy when not accessible.	Place and anchor snare line or sorbent boom across the channels of streams in Riley’s Wreck.  Replace as necessary to maximize the recovery.  <u>Boom Lengths:</u>  Determined by survey	<b>Deployment Equipment</b> Snare line or sorbent boom-length determined by survey Anchor systems # determined by survey Anchor stakes # determined by survey <b>Vessels/Personnel/Shift</b> Same as N-28-01 <b>Tending Vessels/Personnel/Shift</b> Same as N-28-01	Vessel platform	Via marine waters  Or helicopter  Chart 16005	Same as N-28-01	Vessel master should have local knowledge.
N-28-03 <div>FO-S</div>	<b>Riley’s Wreck</b>  Nearshore waters in the general area of:  Lat. 66° 42.58’N Lon. 162°18.48’W	<b>Free-oil Recovery</b>  Maximize free-oil recovery in the offshore & nearshore environment of Riley’s Wreck depending on spill location and trajectory.	Deploy free-oil recovery strike teams upwind and up current of Riley’s Wreck.  Use aerial surveillance to locate incoming slicks.	Deploy multiple free-oil recovery strike teams as required to maximize interception of oil before it impacts sensitive areas.	Kotzebue	Via marine waters  Chart 16005	Same as N-28-01	Vessel master should have local knowledge.  Use extreme caution, shoal waters.

NOTE: Sensitive resource information can be found on other maps which can be accessed through the sensitive area section of the NWA Sub-Area Contingency Plan: [http://dec.alaska.gov/spar/perp/plans/scp\\_nwa.htm](http://dec.alaska.gov/spar/perp/plans/scp_nwa.htm).